

## LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

for May 12, 2004 PLANNING COMMISSION MEETING

**P.A.S.:** Preliminary Plat #04004

**PROPOSAL:** To create 336 lots and five outlots.

**LOCATION:** Northeast of South 56<sup>th</sup> Street and Yankee Hill Road.

### **WAIVER REQUESTS:**

1. Transfer of sewage from one drainage basin to another.
2. Lot lines not perpendicular to street rights-of-way.
3. Sanitary sewer to flow opposite street grades.
4. Block lengths in excess of 1,320'.
5. Block length in excess of 1,000' without a pedestrian sidewalk.
6. Right-of-way less than 120' in width for South 56<sup>th</sup> Street.
7. Lots less than 120' deep abutting an arterial street.
8. Platform slopes at intersections in excess of 3%.
9. A lot exceeding the width to depth ratio.
10. Sanitary sewer exceeding maximum depth.

**LAND AREA:** Approximately 99.54 acres.

**CONCLUSION:** With the modifications noted in the conditions of approval, this preliminary plat is consistent with the intent of the Zoning and Subdivision Ordinances and the Comprehensive Plan.

### **RECOMMENDATION:**

Preliminary Plat #04004 Conditional Approval

#### **Waivers:**

- |  |          |
|--|----------|
| 1. Transfer of sewage from one drainage basin to another.                  | Approval |
| 2. Lot lines not perpendicular to street rights-of-way.                    | Approval |
| 3. Sanitary sewer to flow opposite street grades.                          | Approval |
| 4. Block lengths in excess of 1,320'.                                      | Approval |
| 5. Right-of-way less than 120' in width for South 56 <sup>th</sup> Street. | Approval |
| 6. Lots less than 120' deep abutting an arterial street.                   | Approval |
| 7. Platform slopes at intersections in excess of 3%.                       | Approval |

- |  |          |
|--|----------|
| 8. A lot exceeding the width to depth ratio. | Approval |
| 9. Sanitary sewer exceeding maximum depth.   | Approval |

**GENERAL INFORMATION:**

**LEGAL DESCRIPTION:** See attached legal description.

**EXISTING ZONING:** AG Agriculture

**EXISTING LAND USE:** Agriculture

**SURROUNDING LAND USE AND ZONING:**

North:	Residential (Thompson Creek under development)	R-3
South:	Acreages	AGR
East:	Agriculture	AG
West:	Acreages	AGR

**ASSOCIATED APPLICATIONS:**

**ANN#04007** - A request to annex 53.32 acres (approximately the south half of the area within the preliminary plat) being considered in conjunction with this plat.

**CZ#04009** - A change of zone request from AG to R-3 for 53.32 acres (approximately the south half of the area within the preliminary plat) being considered in conjunction with this plat.

**COMPREHENSIVE PLAN SPECIFICATIONS:**

**Page F25** - The future land use map designates urban residential land use for this area.

**Page F31** - This area is shown as Priority Area A of Tier 1 within of the City's Future Service Limit. Lands within Priority Area A should be provided with basic infrastructure within 12 years of adoption of the Plan.

**Page F103** - South 56<sup>th</sup> Street and Yankee Hill Road are shown as principal arterials at this location. Principal arterials can provide direct access to adjacent land, but their primary functional responsibility is moving traffic within the transportation system.

**Page F105** - South 56<sup>th</sup> Street and Yankee Hill Road are shown to be constructed as a four-lane plus center turn-lane roadways.

**Page F110** - South 56<sup>th</sup> Street and Yankee Hill Road are included on the list of proposed street improvement projects for the 25 year programming period.

**Page F112** - South 56<sup>th</sup> Street and Yankee Hill Road are included with those streets designated for 120' wide rights-of-way to allow for a four-lane plus center turn-lane roadway and other public improvements in the right-of-way.

## **HISTORY:**

**April 9, 2004** - The revised preliminary plat was submitted.

**March 17, 2004** - Planning Director's letter was sent to the applicant and developer.

**February 13, 2004** - Preliminary plat was submitted.

**June 16, 2003** - ANN#02004 was approved annexing 46.22 acres.

**June 16, 2003** - CZ#3362 was approved and changed the zoning from AG to R-3.

**June 16, 2003** - PP#02012 Big Thompson Creek preliminary plat was approved creating 158 residential lots and four outlots.

**UTILITIES: Water-** The internal water system for this plat is satisfactory. Funding for the extension of the 24" water main in South 56<sup>th</sup> Street is shown in the draft Capital Improvement Program (CIP) through the year 2009.

**Sanitary Sewer** - The approximate north half of this development can be served by connecting to the sanitary sewer in Thompson Creek subdivision adjacent to the north. However, there is not capacity in trunk sewer to accommodate those lots south of Bridle Lane until the Beal Slough Trunk Sewer Relief Project is completed. When completed, the project will provide adequate capacity to support this portion of the development. Funding for the relief trunk sewer is shown in the CIP through the year 2008.

**TRAFFIC ANALYSIS:** Internal local streets will connect with those being platted as part of Thompson Creek adjacent to the north. Full turning-movement medians to South 56<sup>th</sup> Street are shown at Cavy Road and Bridle Lane, and to Yankee Hill Road at South 59<sup>th</sup> Street.

South 56<sup>th</sup> Street and Yankee Hill Road are both planned to be a four-lane plus center turn-lane arterial streets. Funds for these improvements are currently not in the six-year capital improvements program. Temporary widening to accommodate turn lanes at median access points will be necessary if this project is developed in advance of the permanent upgrades.

**PUBLIC SERVICE:** Annexation is necessary for connection to the City's water and sewer systems. After annexation, all municipal services will be provided. Engine #6 at South 48<sup>th</sup> and Claire Streets is the nearest existing fire station, although this plat shows a potential future fire station site on Lot 5, Block 1. Gere Library is located at South 56<sup>th</sup> and Normal Blvd, and

a potential future school site is shown on the property immediately east of this project . A future neighborhood park is to be collocated on the school site.

**ANALYSIS:**

1. In June, 2003, the approximate north one-half of this development (46.22 acres) was annexed and the zoning was changed from AG to R-3 for the Big Thompson Creek preliminary plat. This plat includes both Big Thompson Creek and 53 acres of land adjacent to the south.
2. Big Thompson Creek is being included to accommodate a revised street layout at the northeast corner of the plat. The original layout showed Exbury Road extending south and intersecting with Upton Grey Lane. It also included a conceptual east-west street along the north side of the school site adjacent to the east but outside this plat. Preliminary designs for the property adjacent to the east of this plat no longer include the conceptual east-west street at the north edge of the school site. Without this street, the importance of the Exbury Road connection to Upton Grey Lane is diminished, and connectivity is not significantly enhanced. A waiver to allow a block in excess of 1,320' was approved with Big Thompson Creek due to the lack of an east-west connection between Thompson Creek Blvd and Exbury Road, and is again required with this plat.
3. The approximate south one-half of this site is outside the city limit but within the Future Service Limit and must be annexed to receive City services. An annexation agreement is required.
4. A waiver was approved for Big Thompson Creek to allow less than 120' of right-of-way for South 56<sup>th</sup> Street so L.E.S. power poles could remain outside it. When the utility easement was originally acquired to accommodate the L.E.S. transmission line along South 56<sup>th</sup> Street, a 100' wide right-of-way was the standard for arterial streets. The utility easement was wide enough to allow the power line to be constructed outside the right-of-way to help prevent future conflicts between street widening and other permanent infrastructure, such as utility poles. The right-of-way standard changed with the adoption of the Comprehensive Plan in 2002, and a 120' wide right-of-way is now required for arterial streets like South 56<sup>th</sup> Street. The waiver to allow less than the required right-of-way is being requested again and will allow the power poles to remain outside the right-of-way, with a utility easement granted over those lots in the utility corridor in lieu of right-of-way.
5. A waiver to the required minimum lot depth of 120' for residential lots along major streets is requested. This waiver was also previously approved with Big Thompson Creek for Lots 11-13, Block 10, in the same area where the reduced right-of-way was allowed.

6. A waiver to pedestrian easement in a block over 1,000' long is also requested. However, the neighborhood connector trail along the north boundary satisfies the requirement for a pedestrian easement as a notation granting a public access easement is included on the plat. Additionally, a second pedestrian sidewalk is shown across Outlot A between Lots 10 and 11, Block 5. As a result, the waiver is not required. The proposed street layout, trail connector and pedestrian sidewalk combine to provide adequate vehicular and pedestrian access, and justify the requested waiver to block length.
7. A waiver to lot lines not perpendicular to streets is also requested. This waiver relates to lots around cul-de-sacs, and was previously approved with Big Thompson Creek. The waiver is acceptable given the minor deviation and the layout of the plat. The waiver to the maximum lot width to depth ratio is for Lot 4, Block 1 and was also approved with Big Thompson Creek.
8. In their review, Public Works and Utilities notes that they support waivers to allow the sanitary sewer to flow opposite street grades, and sanitary sewer exceeding maximum depth. The review also notes that they support waivers to platform slopes in excess of 3% and less than 120' of right-of-way for South 56<sup>th</sup> Street and they were previously approved with Big Thompson Creek.

Public Works also supports the waiver to allow the transfer of sewage from one drainage basin to another. In the attached May 3, 2004 memo, Public Works identifies the criteria by which such waiver requests are reviewed, and notes that this request generally complies with those criteria.

9. As noted previously, there is no capacity in the trunk sewer to accommodate those lots south of Bridle Lane until the Beal Slough Trunk Sewer Relief Project is completed. Until this infrastructure improvement is complete, the affected lots cannot be developed. The plat must be revised to include a note stating this.
10. Full-turning movement access points to the arterial streets are shown at Cavvy Road, Bridle Lane, and South 59<sup>th</sup> Street. The studies for constructing both South 56<sup>th</sup> Street and Yankee Hill Road to urban sections are not complete so the median openings at Bridle Lane and South 59<sup>th</sup> Street have not been established, and must be removed.
11. The 10' wide neighborhood connector trail along the north boundary of the plat is to be privately built and maintained. The Parks and Recreation Department will be meeting with the parties involved to determine funding and maintenance responsibilities. A shared agreement among the City and the neighborhood associations in Thompson Creek, Big Thompson Creek and the proposed development adjacent to the east has

been proposed. Parks and Recreation also notes that this trail connector can be 6'-8' wide instead of 10'.

12. Other required minor revisions/additions to the plans include the following:
  - A. The proposed standard cross-section for South 56<sup>th</sup> Street must indicate sidewalks on both sides of the street.
  - B. Include a proposed cross-section for Yankee Hill Road.
13. Additional easements are required as noted in the L.E.S. review. The plans must be revised to show them.

### **CONDITIONS:**

#### Site Specific:

1. After the subdivider completes the following instructions and submits the documents and plans and 6 copies to the Planning Department office, the preliminary plat will be signed by the Chair of the Planning Commission certifying approval: (NOTE: These documents and plans are required by ordinance or design standards.)
  - 1.1 Revise the preliminary plat to show:
    - 1.1.1 Remove the median openings at Bridle Lane and South 59<sup>th</sup> Street.
    - 1.1.2 A general note that states that the neighborhood connector trail will be privately built and maintained.
    - 1.1.3 The following note added to the general notes : "NO BUILDING PERMITS SHALL BE ISSUED FOR LOTS THAT ARE LOCATED SOUTH OF THE CENTERLINE OF BRIDLE LANE UNTIL CONSTRUCTION HAS COMMENCED ON PHASE 1 OF THE BEAL SLOUGH TRUNK SEWER RELIEF PROJECT."
    - 1.1.4 A note added to the general notes stating that the pedestrian sidewalk between Lots 10 and 11, Block 5 will comply with ADA standards.
    - 1.1.5 Additional easements required by the L.E.S. review.
    - 1.1.6 A proposed cross-section for Yankee Hill Road, and a corrected proposed cross-section for South 56<sup>th</sup> Street.
2. The Planning Commission approves associated requests:
  - 2.1 An exception to the design standards to permit transfer of sewage from one drainage basin to another; sanitary sewer to flow opposite street grades; platform slopes at intersections in excess of 3%; sanitary sewer exceeding maximum depth.

- 2.2 A modification to the requirements of the land subdivision ordinance to permit lot lines not perpendicular to street rights-of-way; block length in excess of 1,320'; right-of-way less than 120' in width for South 56<sup>th</sup> Street; lots less than 120' deep abutting an arterial street; and, a lot exceeding the width to depth ratio.
3. The City Council approves associated requests:
  - 3.1 Annexation #04007 and Change of Zone #04009.

General:

4. Final Plats will be approved by the Planning Director after:
  - 4.1 You have completed or posted a surety to guarantee the completion of the public streets, private roadway improvements, sidewalks, sanitary sewer system, water system, drainage facilities, land preparation and grading, sediment and erosions control measures, storm water detention/retention facilities, drainageway improvements, streetlights, landscaping screens, street trees, temporary turnaround and barricades, and street name signs.
  - 4.2 The subdivider has signed an agreement that binds the subdivider, its successors and assigns:
    - 4.2.1 to complete the street paving of streets, and temporary turnarounds and barricades located at the temporary dead-end of the streets shown on the final plat within two (2) years following the approval of the final plat.  
  
to complete the installation of sidewalks along both sides of all streets as shown on the final plat within four (4) years following the approval of the final plat, except the sidewalks in the pedestrian way easements shall be constructed at the same time as the adjacent streets are paved.  
  
to complete the public water distribution system to serve this plat within two (2) years following the approval of the final plat.  
  
to complete the public wastewater collection system to serve this plat within two (2) years following the approval of the final plat.  
  
to complete the enclosed drainage facilities shown on the approved drainage study to serve this plat within two (2) years following the approval of the final plat.

to complete land preparation including storm water detention/retention facilities and open drainage way improvements to serve this plat prior to the installation of utilities and improvements but not more than two (2) years following the approval of the final plat

to complete the installation of public street lights within this plat within two (2) years following the approval of the final plat.

to complete the planting of the street trees within this plat within four (4) years following the approval of the final plat.

to complete the screens along South 56<sup>th</sup> Street and Yankee Hill Road within two (2) years following the approval of the final plat.

to complete the installation of the street name signs within two (2) years following the approval of the final plat.

to complete any other public or private improvement or facility required by Chapter 26.23 (Development Standards) of the Land Subdivision Ordinance in a timely manner which inadvertently may have been omitted from the above list of required improvements.

to submit to the Director of Public Works a plan showing proposed measures to control sedimentation and erosion and the proposed method to temporarily stabilize all graded land for approval.

to complete the public and private improvements shown on the preliminary plat.

to retain ownership of or the right of entry to the outlots in order to maintain the outlots and private improvements on a permanent and continuous basis and to maintain the plants in the medians and islands on a permanent and continuous basis. However, the subdivider may be relieved and discharged of this maintenance obligation upon creating, in writing, a permanent and continuous association of property owners who would be responsible for said permanent and continuous maintenance. The subdivider shall not be relieved of such maintenance obligation until the private improvements have been satisfactorily installed and the documents creating the association have been reviewed and approved by the City Attorney and filed of record with the Register of Deeds.



to continuously and regularly maintain the required screens.

to submit to the lot buyers and home builders a copy of the soil analysis.

to pay all design, engineering, labor, material, inspection, and other improvement costs except those cost the City Council specifically subsidizes.

to comply with the provisions of the Land Preparation and Grading requirements of the Land Subdivision Ordinance.

to construct the sidewalk in the pedestrian way easement between Lots 10 and 11, Block 5 at the same time as Upton Grey Lane is paved and to agree that no building permit shall be issued for construction on these two lots until such time as the sidewalk in the pedestrian way easement is constructed.

to perpetually maintain the sidewalks in the pedestrian way easements and the neighborhood trail connector at their own cost and expense.

to properly and continuously maintain and supervise the private facilities which have common use or benefit, and to recognize that there may be additional maintenance issues or costs associated with providing for the proper functioning of storm water detention/retention facilities as they were designed and constructed within the development, and that these are the responsibility of the land owner.

to relinquish the right of direct vehicular access from South 56<sup>th</sup> Street and Yankee Hill Road except as shown.

to timely complete the public and private improvements and facilities required by Chapter 26.23 of the Land Subdivision Ordinance which have not been waived including but not limited to the list of improvements described above.

to post the required security to guarantee completion of the required improvements if the improvements are not completed prior to approval of the final plat.

Prepared by:

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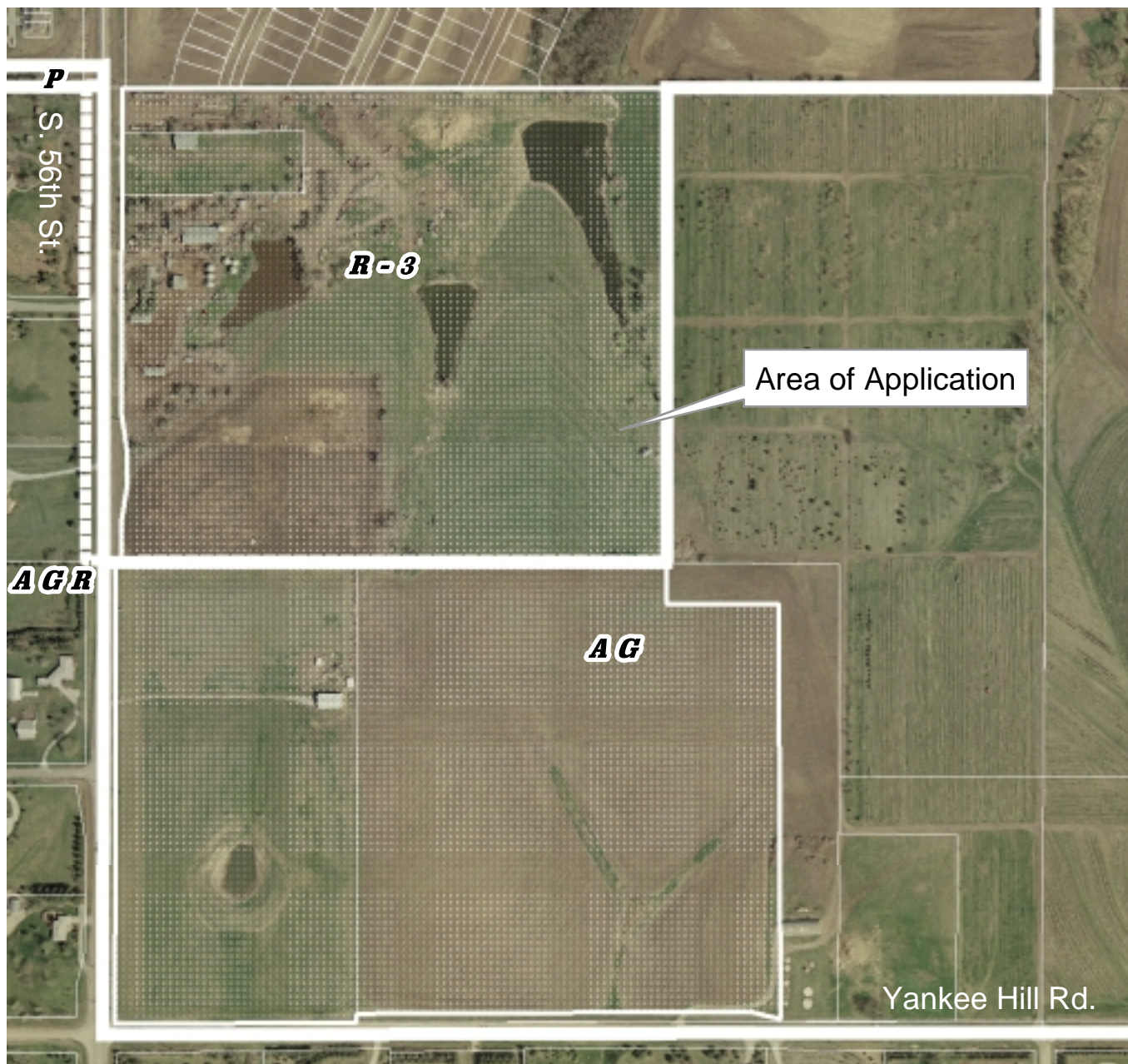
Brian Will, AICP, 441-6362, [bwill@ci.lincoln.ne.us](mailto:bwill@ci.lincoln.ne.us)  
Planner

April 27, 2004

**APPLICANTS:** Ridge Development Company,  
Southview, Inc., Pine Lake Heights  
Joint Venture  
3355 Orwell Street, Suite 100  
Lincoln, NE 68516

**OWNERS:** Ridge Development Company, Northwoods, LLC  
Southview, Inc., Pine Lake Heights 7000 S. 56<sup>th</sup> Street  
Joint Venture Lincoln, NE 68516  
3355 Orwell Street, Suite 100  
Lincoln, NE 68516

**CONTACT:** Mark Palmer  
Olsson Associates  
1111 Lincoln Mall  
Lincoln, NE 68508



# **Preliminary Plat #04004** **Big Thompson Creek 1st** **S. 56th & Yankee Hill Rd.**

2002 aerial

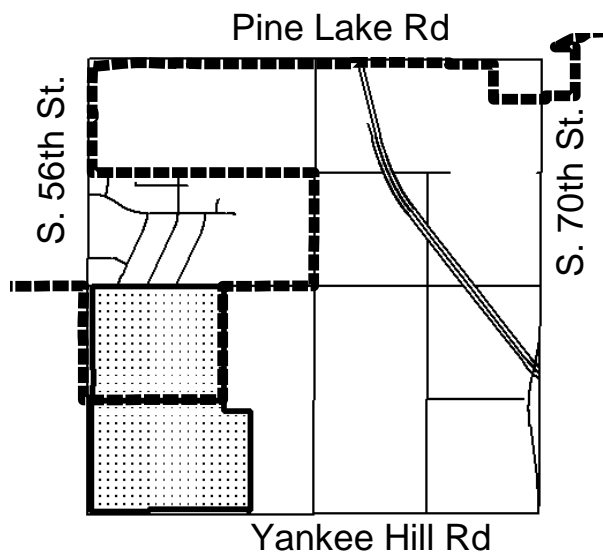
## **Zoning:**

- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- R-C Residential Conservation District
- O-1 Office District
- O-2 Suburban Office District
- O-3 Office Park District
- R-T Residential Transition District
- B-1 Local Business District
- B-2 Planned Neighborhood Business District
- B-3 Commercial District
- B-4 Lincoln Center Business District
- B-5 Planned Regional Business District
- H-1 Interstate Commercial District
- H-2 Highway Business District
- H-3 Highway Commercial District
- H-4 General Commercial District
- I-1 Industrial District
- I-2 Industrial Park District
- I-3 Employment Center District
- P Public Use District

One Square Mile  
 Sec. 21 T9N R7E



Zoning Jurisdiction Lines  
 City Limit Jurisdiction



# HOMPSON CREEK ST ADDITION

## PRELIMINARY PLAT COVER SHEET

### LEGAL DESCRIPTION

A LEGAL DESCRIPTION FOR A TRACT OF LAND COMPOSED OF LOT 36 I.T., LOT 37 I.T., LOT 38 I.T., AND A PORTION OF LOT 55 I.T., ALL LOCATED IN THE SOUTHWEST QUARTER OF SECTION 21, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 6TH P.M., CITY OF LINCOLN, LANCASTER COUNTY, NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF LOT 39 I.T., SAID POINT BEING 33.00 FEET NORTH OF THE SOUTH LINE OF SAID SOUTHWEST QUARTER, AND 33.00 FEET EAST OF THE WEST LINE OF SAID SOUTHWEST QUARTER, SAID POINT BEING THE TRUE POINT OF BEGINNING, THENCE ON AN ASSUMED BEARING OF NORTH 00 DEGREES 04 MINUTES 42 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 39 I.T., SAID LINE BEING 33.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 1,291.21 FEET TO THE NORTHWEST CORNER OF SAID LOT 39 I.T., THENCE NORTH 89 DEGREES 56 MINUTES 49 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 39 I.T., A DISTANCE OF 17.00 FEET TO THE SOUTHWEST CORNER OF LOT 37 I.T., THENCE NORTH 00 DEGREES 04 MINUTES 42 SECONDS EAST ALONG A WEST LINE OF SAID LOT 37 I.T., SAID LINE BEING 50.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 111.18 FEET TO A POINT OF DEFLECTION, THENCE NORTH 08 DEGREES 36 MINUTES 43 SECONDS EAST ALONG A WEST LINE OF SAID LOT 37 I.T., A DISTANCE OF 101.06 FEET TO A POINT OF DEFLECTION, THENCE NORTH 00 DEGREES 04 MINUTES 42 SECONDS EAST ALONG A WEST LINE OF SAID LOT 37 I.T., SAID LINE BEING 65.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 99.91 FEET TO A POINT OF DEFLECTION, THENCE NORTH 08 DEGREES 28 MINUTES 32 SECONDS WEST ALONG A WEST LINE OF SAID LOT 37 I.T., A DISTANCE OF 101.21 FEET TO A POINT OF DEFLECTION, THENCE NORTH 00 DEGREES 04 MINUTES 42 SECONDS EAST ALONG A WEST LINE OF SAID LOT 37 I.T., AND THE WEST LINE OF LOT 38 I.T., SAID LINE BEING 50.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 913.08 FEET TO THE NORTHWEST CORNER OF SAID LOT 37 I.T., THENCE SOUTH 89 DEGREES 58 MINUTES 15 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 37 I.T., A DISTANCE OF 1,528.61 FEET TO THE NORTHEAST CORNER OF SAID LOT 37 I.T., THENCE SOUTH 00 DEGREES 18 MINUTES 08 SECONDS WEST ALONG THE EAST LINE OF SAID LOT 37 I.T., AND ITS EXTENSION, A DISTANCE OF 1,442.01 FEET TO A POINT, THENCE NORTH 89 DEGREES 58 MINUTES 49 SECONDS EAST, A DISTANCE OF 312.84 FEET TO A POINT, THENCE SOUTH 00 DEGREES 18 MINUTES 45 SECONDS EAST, A DISTANCE OF 1,181.16 FEET TO A POINT OF INTERSECTION WITH THE SOUTH LINE OF SAID LOT 55 I.T., SAID POINT BEING 40.00 FEET NORTH OF THE SOUTH LINE OF SAID SOUTHWEST QUARTER, THENCE SOUTH 89 DEGREES 51 MINUTES 10 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOT 55 I.T., SAID LINE BEING 40.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 2.56 FEET TO A SOUTH CORNER OF SAID LOT 55 I.T., THENCE NORTH 75 DEGREES 24 MINUTES 13 SECONDS WEST ALONG A SOUTH LINE OF SAID LOT 55 I.T., A DISTANCE OF 78.58 FEET TO A SOUTH CORNER OF SAID LOT 55 I.T., SAID POINT BEING 60.00 FEET NORTH OF THE SOUTH LINE OF SAID SOUTHWEST QUARTER, THENCE SOUTH 89 DEGREES 51 MINUTES 10 SECONDS WEST ALONG A SOUTH LINE OF SAID LOT 55 I.T., A DISTANCE OF 1,000.00 FEET TO A SOUTH CORNER OF SAID LOT 55 I.T., THENCE SOUTH 88 DEGREES 54 MINUTES 05 SECONDS WEST ALONG A SOUTH LINE OF SAID LOT 55 I.T., A DISTANCE OF 104.78 FEET TO THE SOUTHWEST CORNER OF SAID LOT 55 I.T., SAID POINT BEING 58.26 FEET NORTH OF THE SOUTH LINE OF SAID SOUTHWEST QUARTER, THENCE SOUTH 00 DEGREES 04 MINUTES 42 SECONDS WEST ALONG THE EAST LINE OF SAID LOT 39 I.T., A DISTANCE OF 25.26 FEET TO THE SOUTHWEST CORNER OF SAID LOT 39 I.T., SAID POINT BEING 33.00 FEET NORTH OF THE SOUTH LINE OF SAID SOUTHWEST QUARTER, THENCE SOUTH 89 DEGREES 51 MINUTES 10 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOT 39 I.T., SAID LINE BEING 33.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 674.67 FEET TO THE POINT OF BEGINNING, SAID TRACT CONTAINS A CALCULATED AREA OF 4,336,087.13 SQUARE FEET OR 99.54 ACRES, MORE OR LESS.

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**OLSSON ASSOCIATES**  
ENGINEERS - PLANNERS - SCIENTISTS - SURVEYORS  
1111 LINCOLN BLVD. - LINCOLN, NEBRASKA 68502-4741-8011 - FAX 402-774-8100  
LINCOLN, NEBRASKA  
OMAHA, NEBRASKA  
KANSAS CITY, MISSOURI



VISIONS  
OPTION



**OLSSON ASSOCIATES**  
ENGINEERS • PLANNERS • SCIENTISTS • SURVEYORS

29 April 2004

Mr. Marvin Krout  
Planning Department, City of Lincoln  
County-City Building  
555 South 10<sup>th</sup> Street  
Lincoln, NE 68508

Re: Big Thompson Creek 1<sup>st</sup> Addition Preliminary Plat Resubmittal  
OA Project No. 2003-1150

Dear Mr. Krout,

Enclosed, please find the following for the above-mentioned project:

1. Site Plan - 16 copies.
2. Drainage and Grading Plans - 9 copies.
3. Street Profile Plans - 5 copies.
4. Drainage Study - 3 copies.

We have addressed the comments in you letter dated March 17<sup>th</sup> 2004, and have revised our plans as noted in italics below each comment:

1. All subdivisions for residential development shall provide for the neighborhood parkland needs of its future residents by dedicating suitable land for neighborhood parks, paying the impact fees for neighborhood parks and trails, or by a combination of the two methods. The area to be dedicated shall be shown or accounted for on the preliminary plat.

*We have met with the Parks and Recreation department regarding this issue. They informed us that the Park would be collocated with the School site on the property to the east. As with all new developments, we will be paying a park Impact Fee.*

2. Pursuant to the proposed annexation agreement: (1) impact fees will be collected from development based on the number of lots and the type of development in the final plat; and (2) due to a court challenge to the collection of impact fees, the City is requiring security to guarantee the necessary contribution to cover part of the cost of providing infrastructure (such as water, sanitary sewer, arterial streets, parks and trails) necessitated by development of the lots within this plat. If the impact fees are upheld, the security

will be returned. However, if for whatever reason the impact fees are not collected, the developer will pay this pre-determined amount or the City will use the security to pay for part of the cost of these improvements needed to serve the development.

*This was agreed to in the annexation agreement for Big Thompson Creek; I'm assuming this will be detailed in the new annexation agreement.*

3. Staff recommends denial of the waiver to the maximum block length between Thompson Creek Blvd and Bridle Lane, and an east-west street connection should be shown. The recommended location for the connection is the extension of Exbury Court to Upton Grey Lane.

*We are still requesting this waiver to Block Length. This waiver was previously requested and approved for the block between Thompson Creek Blvd. (in Thompson Creek) and Upton Grey Road / Exbury Drive. The channel and detention cell were the reasons for the original waiver of block length. Lincoln Public Schools has entered into an exchange agreement to acquire the property to the east of Big Thompson Creek. LPS has requested that the roadway adjacent to their west property line (Upton Grey Road / Exbury Drive) be eliminated, as it will abut a slope bank behind the playground playing fields. This roadway would therefore be inaccessible to the school site. The elimination of this road provides for more buildable area for LPS as well as reducing their infrastructure costs. The lots that had previously been shown on this road have also been eliminated to expand the detention cell.*

*The bike trail is proposed to cross the detention cell / channel to provide access to the school. A sidewalk connection is also proposed between lots 10 and 11 in block 5. Bridle Lane / Munsteadwood Lane shall front the school's south property line, allowing direct access from 56<sup>th</sup> street. A boulevard is proposed on the Campbell property that will provide direct access from Yankee Hill Road to the school site.*

4. The information provided for the sanitary sewer portion of the utility plan is incomplete. You must address the items noted in the attached review from Engineering Services - Public Works and Utilities.

*This has been noted on the plans.*

5. Corrections and revisions are required for the grading and drainage plan. You must address the items noted in the attached review from Engineering Services - Public Works and Utilities.

*The corrections have been made to the plans.*



6. Public Works supports the waivers to allow sanitary sewer to flow opposite street grades, for transfer of sewage from one drainage basin to another, and for sanitary sewer to exceed maximum depth provided the downstream system referenced in comment 1.2 of their review is sized to meet design standards.

*This has been noted on the plans.*

7. If the portion of this plat that includes the Bridle Lane connection to South 56th Street develops before 56th Street is improved to urban standards, this developer will be responsible for making temporary improvements to 56th Street to allow protected left turns in 56th Street. The study for constructing 56th Street is not complete. The full access median opening at Bridle Lane and 56th Street cannot be guaranteed.

*This has been noted on the plans.*

8. If the portion of this plat that includes the 59th Street connection to Yankee Hill Road develops before Yankee Hill Road is improved to urban standards, this developer is responsible to improve Yankee Hill Road, from South 56th Street to the east boundary of the plat, to full or partial urban standards as approved by Public Works.

*Yankee Hill road was asphalted in 2003. The Public Works department was not aware that the asphaltting had been completed. Public Works has now requested temporary turn lanes (Fly-by lanes) at the 59<sup>th</sup> street intersection. This has been noted on the plans.*

9. The current Comprehensive Plan indicates that 65' of ROW be dedicated on both sides of the road for 700' past major intersections. This requirement applies to the intersection of Yankee Hill Road and South 56th Street and this plat. However, since the extra ROW is intended to accommodate future right turn lanes, Public Works requests that the developer dedicate additional ROW up to 70' along Yankee Hill Road and the standard 60' along South 56th Street to allow the right turn lane to be located on the west bound approach to 56th in Yankee Hill Road, and not in South 56th Street.

*The corrections have been made to the plans.*

10. Upton Grey Lane is predominantly a north-south street, which by ordinance must be numbered streets. It must be renamed to South 60<sup>th</sup> Street from the midpoint in the curve where Great Falls Road turns south.

*After further discussion, it has been agreed to keep Upton Grey Lane as shown on the plans.*

11. Red Hill Pass is also a north-south street, and must be renamed to South 61<sup>st</sup> Street.

*The corrections have been made to the plans.*

12. The street name Munsteadwood Lane must be deleted, and Bridle Lane must be shown to extend from South 56<sup>th</sup> Street to the east boundary of the plat. Additionally, delete Munsteadwood from General Site Note #20 and from Waiver Note #4 on Sheet 1 of 9.

*The corrections have been made to the plans.*

13. The pedestrian sidewalk between Lots 10 and 11, Block 5 to the future school site must be in an access easement. A note must be added and the legend clarified to make it clear this is a pedestrian sidewalk connection.

*The corrections have been made to the plans.*

14. The trail shown along the north boundary of the plat must be clearly labeled as a neighborhood connector, and not as a part of the City bike trail system. Maintenance of the trail shall be determined by the Public Works and Utilities and Parks and Recreation Departments.

*We have labeled the trail a neighborhood connector. Further discussion with the Parks and Recreation department is required to determine ownership of the trail.*

15. The Comprehensive Plan shows the bike trail system extending along Yankee Hill Road in this area, and it must be shown on the plat.

*This has been noted on the plans.*

16. A landscape plan for cul-de-sacs and any other landscaped areas within rights-of-way must be provided, including the required screen along South 56<sup>th</sup> Street.

*This has been noted on the plans.*

17. For reference at time of final plats, the attached Parks and Recreation Department review provides the street tree assignments for the streets within this plat.

*We shall use this information when final platting.*

18. The neighborhood park is to be collocated with the future school adjacent to the east. You must provide the calculations and demonstrate how the requirements of LMC 26.23.160 are met on the plat.

*We have met with the Parks and Recreation department regarding this issue. They informed us that the Park would be collocated with the School site on the property to the east. As with all new developments, we will be paying a park Impact Fee.*

19. Indicate the use of all outlots on the plat.

*This has been noted on the plans.*



20. Outlot C must be re-labeled as Outlot D. Additionally, it does meet the minimum lot area requirement for the R-3 zoning district, and a waiver must be requested and approved for it to be allowed as shown.

*The corrections have been made to the plans.*

21. Lots 11-13, Block 10 do not meet the minimum depth requirement for a lot adjacent to a major street. While it is noted on the plat that this waiver was previously approved, it must be requested and approved again as part of this plat to be allowed.

*This has been noted on the plans. We are requesting the waiver for the minimum lot depth.*

22. Lot 4, Block 1 exceeds the maximum width to depth ratio and a waiver must be requested and approved as part of this plat to be allowed.

*This has been noted on the plans. We are requesting the waiver for the width to depth ratio.*

23. Label section and 2 section lines.

*The corrections have been made to the plans.*

24. Make corrections and provide the required information as noted in the attached review from Public Works and Utilities - Watershed Management.

*The corrections have been made to the plans.*

25. Show the additional easements and make the corrections to the General Site Notes as required by the attached L.E.S. review.

*The easements have been noted on the plans.*

26. This property must be annexed to be connected to City water and sewer systems and be provided other municipal services. Annexation will be conditioned upon the owner(s) entering into an agreement with the City that stipulates the terms under which annexation will occur.

*We are awaiting a draft annexation agreement from the Law department.*

27. Advisory comments from the Health Department are attached.

*Their comments have been noted.*

The following waivers were requested and approved with the Big Thompson Creek Preliminary Plat. We are requesting these waivers again:

1. A waiver to the Lincoln Municipal Code to allow lots 11, 12, & 13 Block 10 to be less than 120' in depth abutting an arterial road

*There is more than 60' of Right of Way along 56<sup>th</sup> street at this location. We are therefore requesting the waiver to the lot depth.*

2. A waiver to design standards to allow greater than 3% platform slopes.

*The intersection of 56<sup>th</sup> street and Cavy Road exceeds the 3% platform slope. This intersection is a "T" intersection where Cavy Road intersects 56<sup>th</sup> Street on an uphill grade. The 3% grade is predominantly to help vehicles when approaching a stop condition on a downhill grade.*

Please contact me if you have any questions or require additional information.

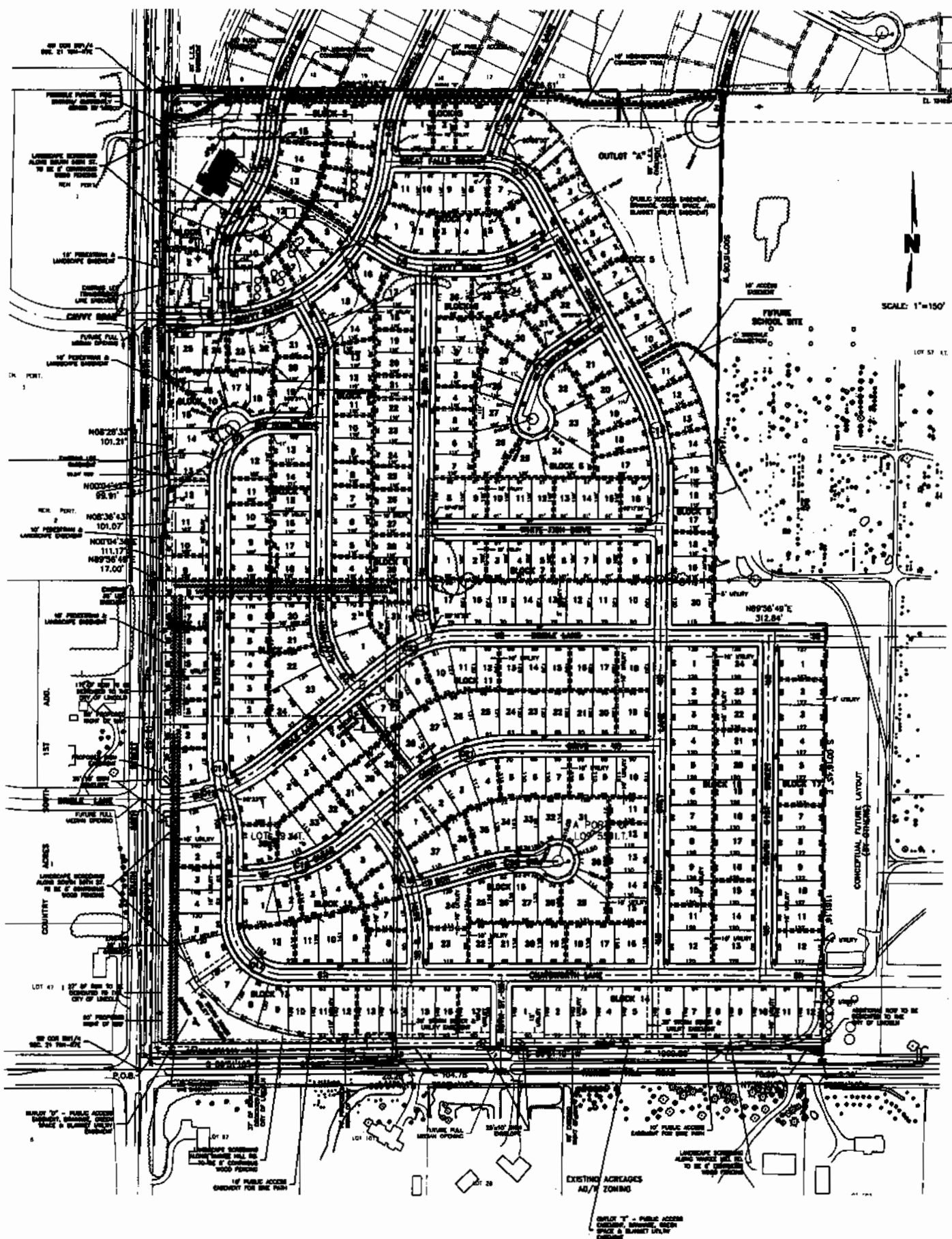
Sincerely,



Mark C. Palmer, PE

Encls

cc Tom White  
John Brager  
John Schleich  
Tom Schleich  
DaNay Kalkowski  
Richard Campbell Northwoods L.L.C.  
Scott Wieskamp, Lincoln Public Schools



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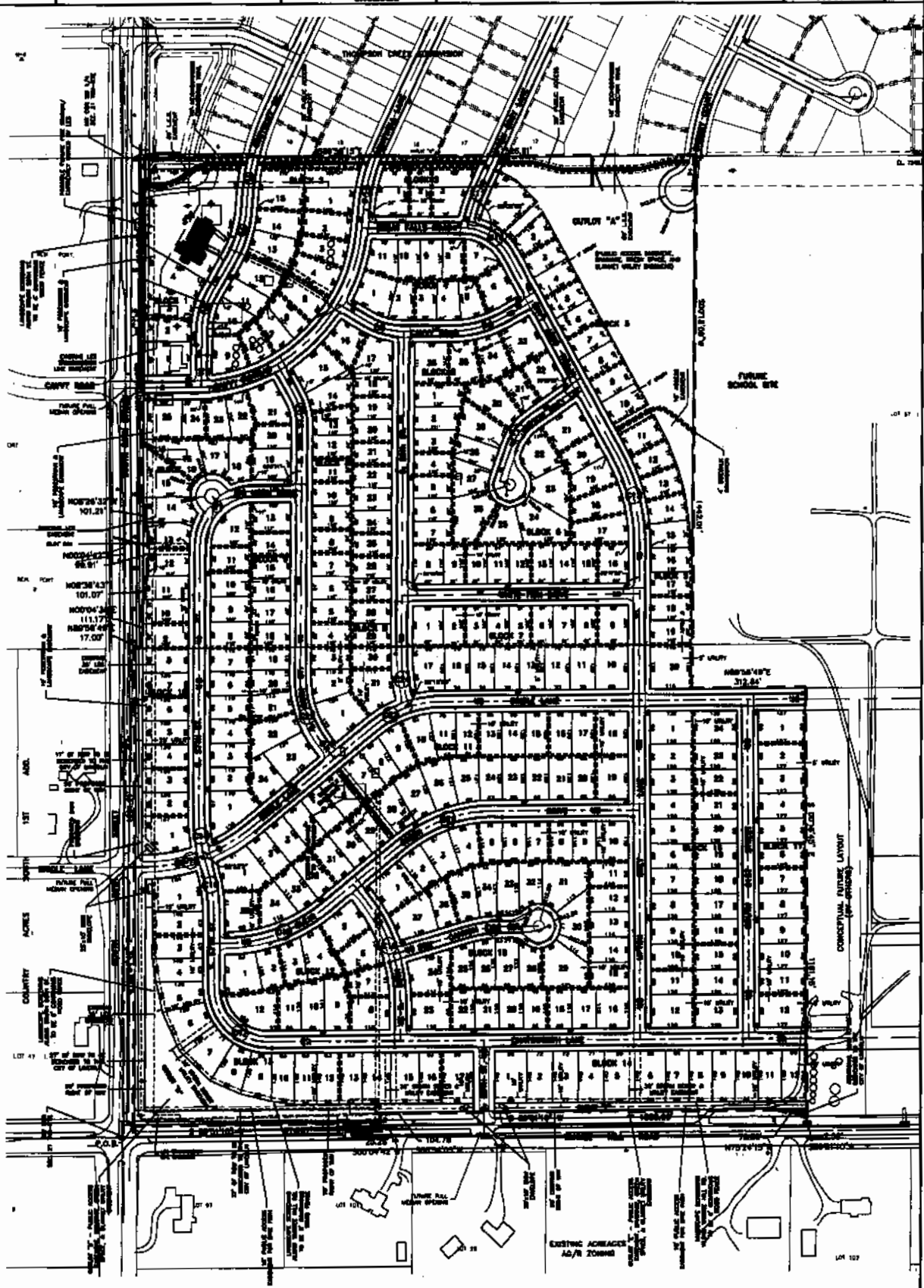
# BIG THOMPSON CREEK 1ST ADDITION

PRELIMINARY PLAN  
SHEET 1 OF 1

OLSON ASSOCIATES  
10000 N. 100TH ST., SUITE 100  
MINNETONKA, MN 55345  
TEL: 952.891.1234  
FAX: 952.891.1235  
WWW.OLSONASSOCIATES.COM

MINNETONKA, MINNESOTA  
BIG THOMPSON CREEK 1ST ADDITION  
PRELIMINARY PLAN  
SITE PLAN

DATE: 08/15/2011  
BY: [Signature]  
CHECKED: [Signature]  
SCALE: AS SHOWN  
SHEET: 1 OF 1



THOMPSON CREEK  
1ST ADDITION  
PRELIMINARY PLAN  
SHEET 1 OF 1



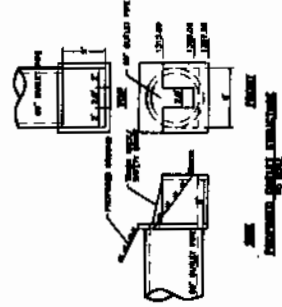




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 LOCATION: LINCOLN, NEBRASKA  
 DATE: 06/06/2006  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 APPROVED BY: [Name]

SHEDS AND DRAPAGE PLAN  
 BIG THOMPSON CREEK 1ST ADDITION  
 PRELIMINARY PLAN

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# **BIG THOMPSON CREEK** **1ST ADDITION**

PRELIMINARY PLAN  
 SHEET 06 OF 06



CLARK ASSOCIATES  
 1000 N. LINCOLN ST.  
 LINCOLN, NE 68502  
 TEL: 402.441.1111  
 FAX: 402.441.1112  
 WWW.CLARKASSOCIATES.COM

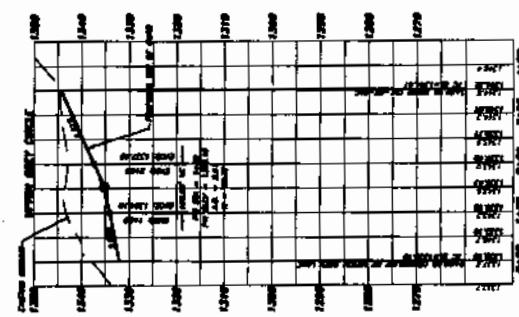
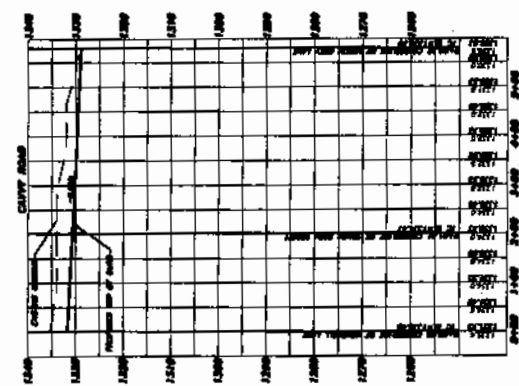
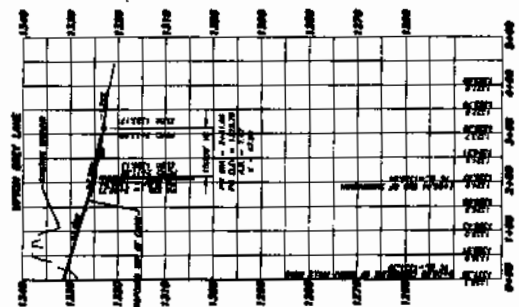
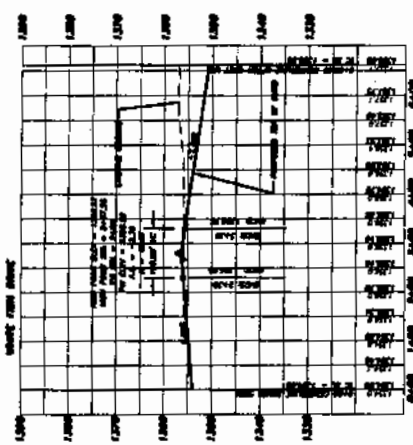


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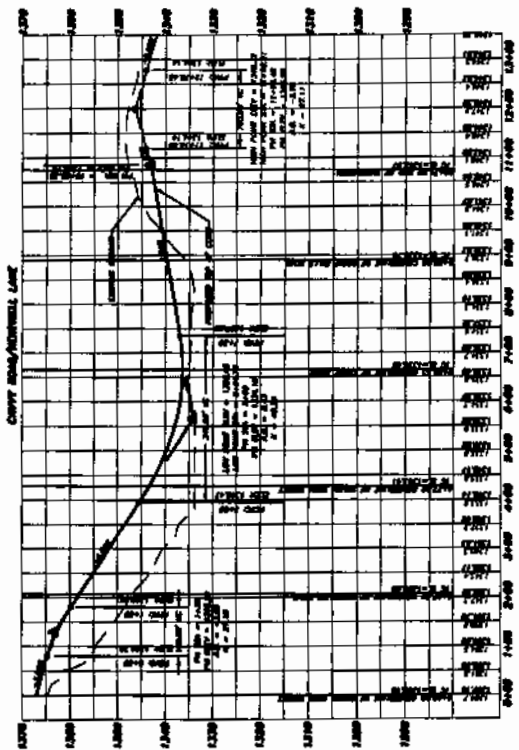
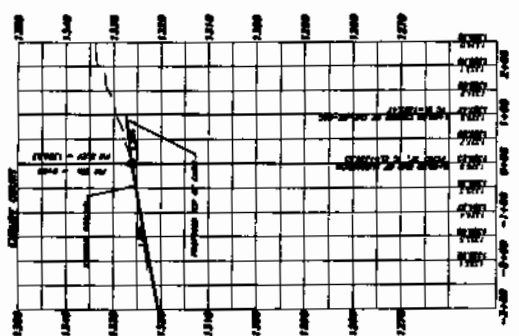
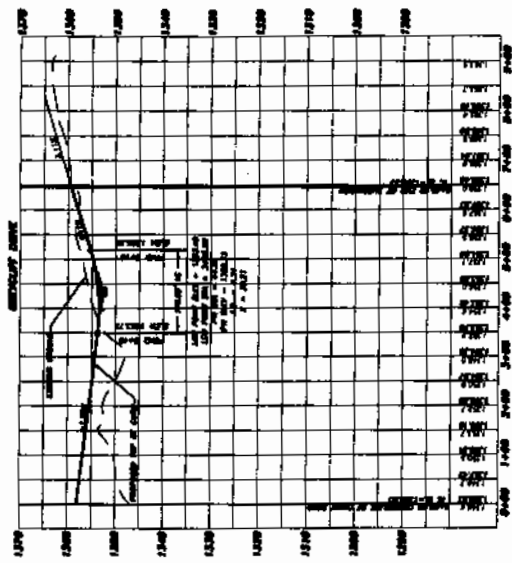
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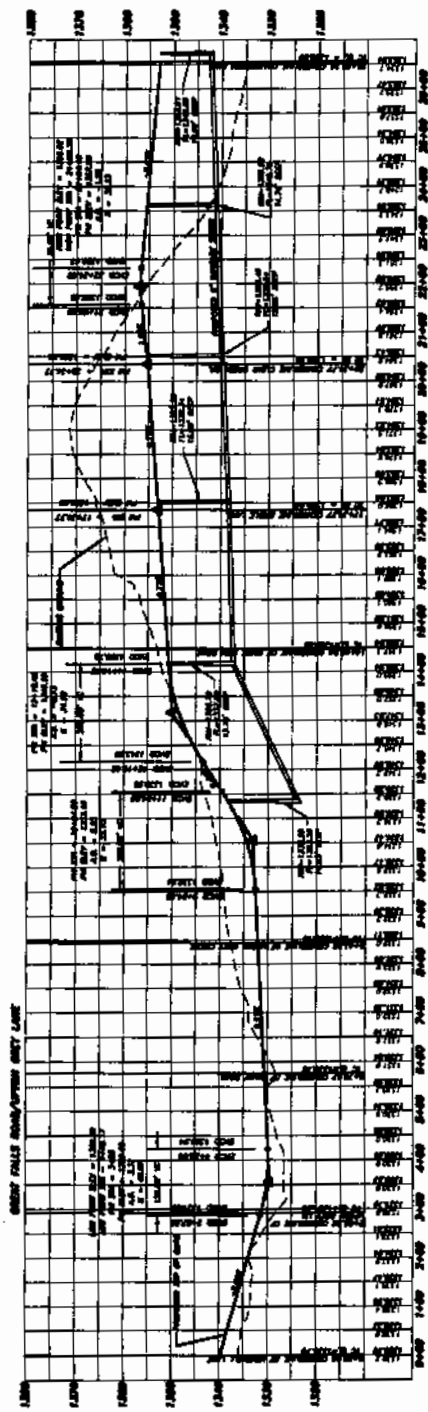
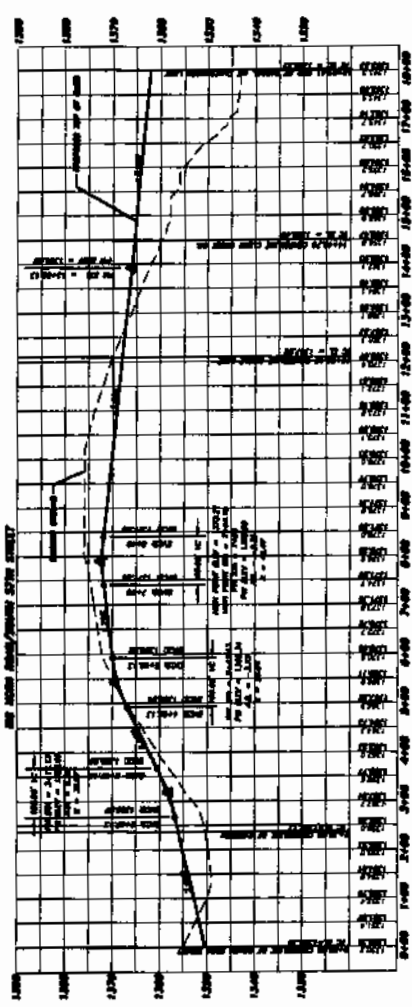
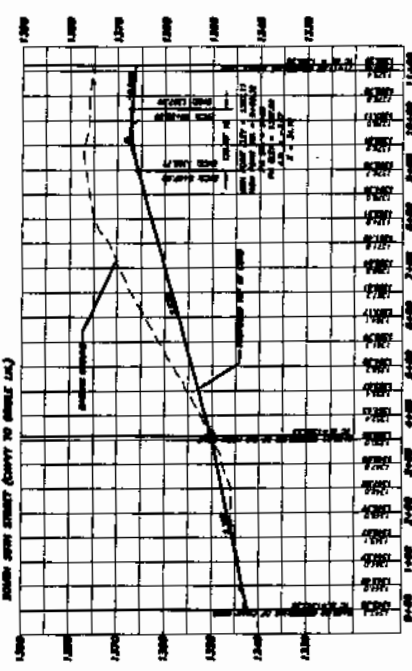
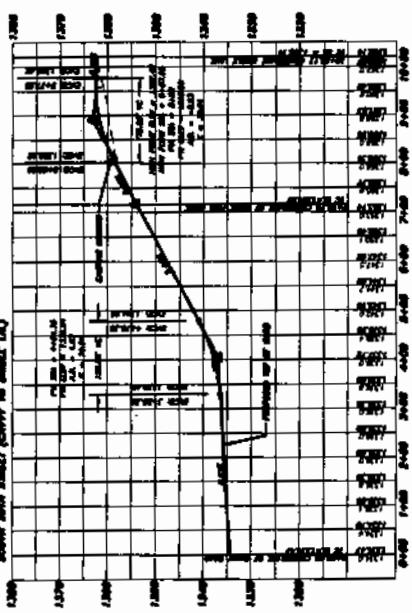
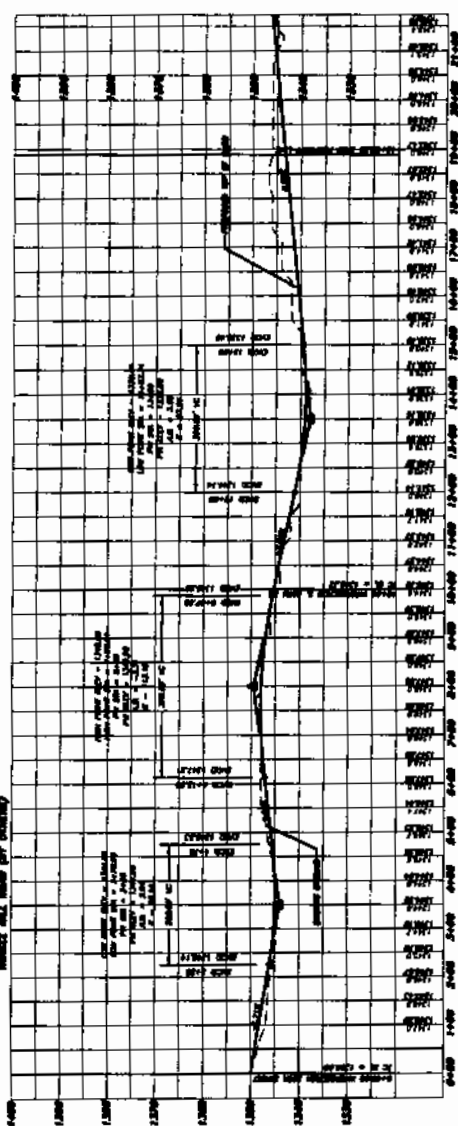
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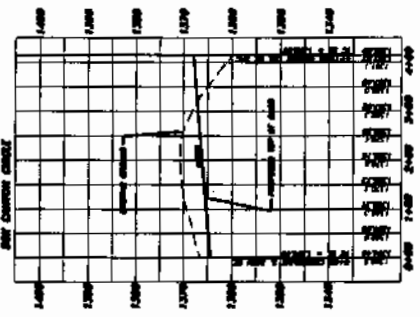
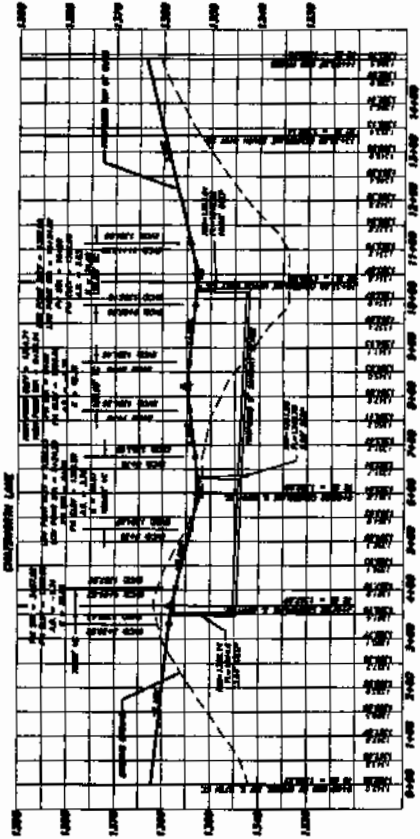
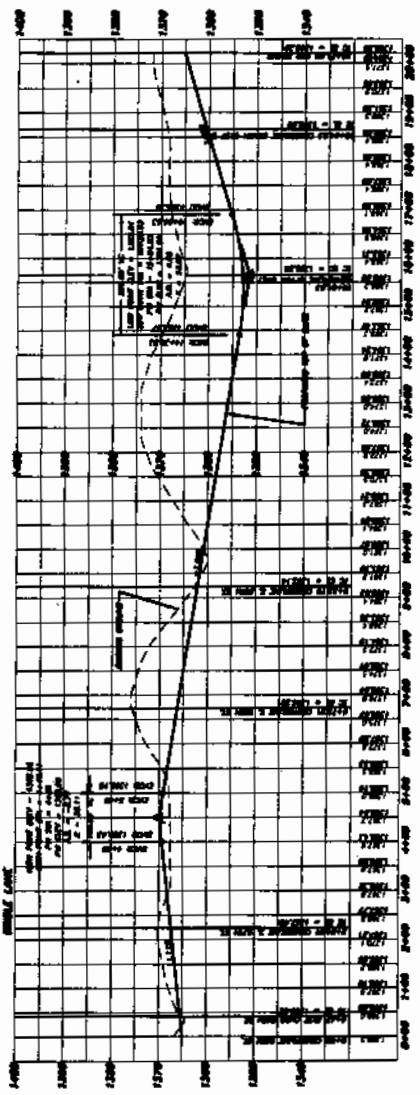
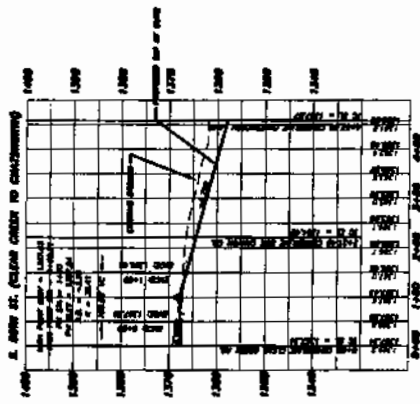
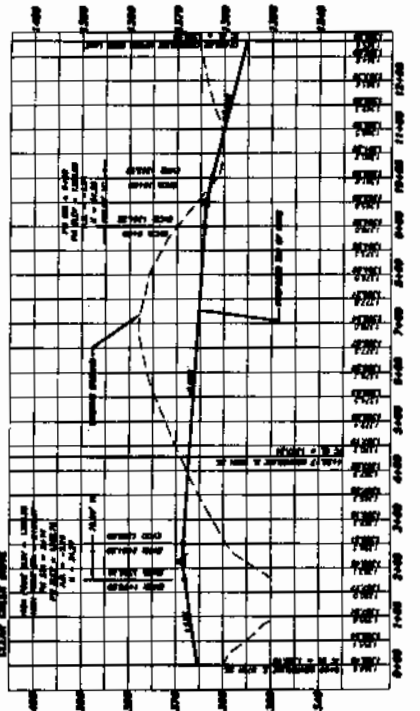
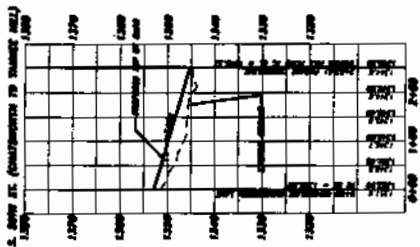
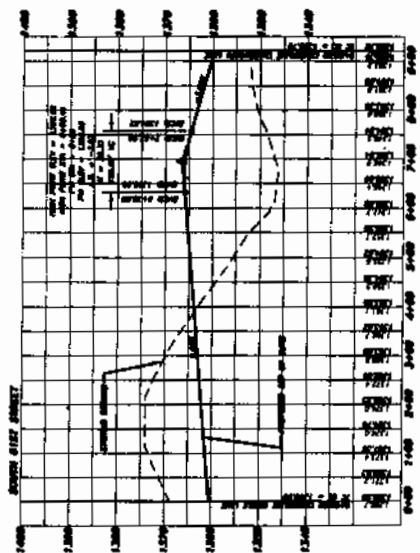




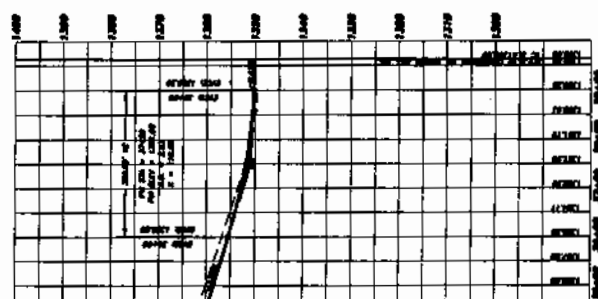
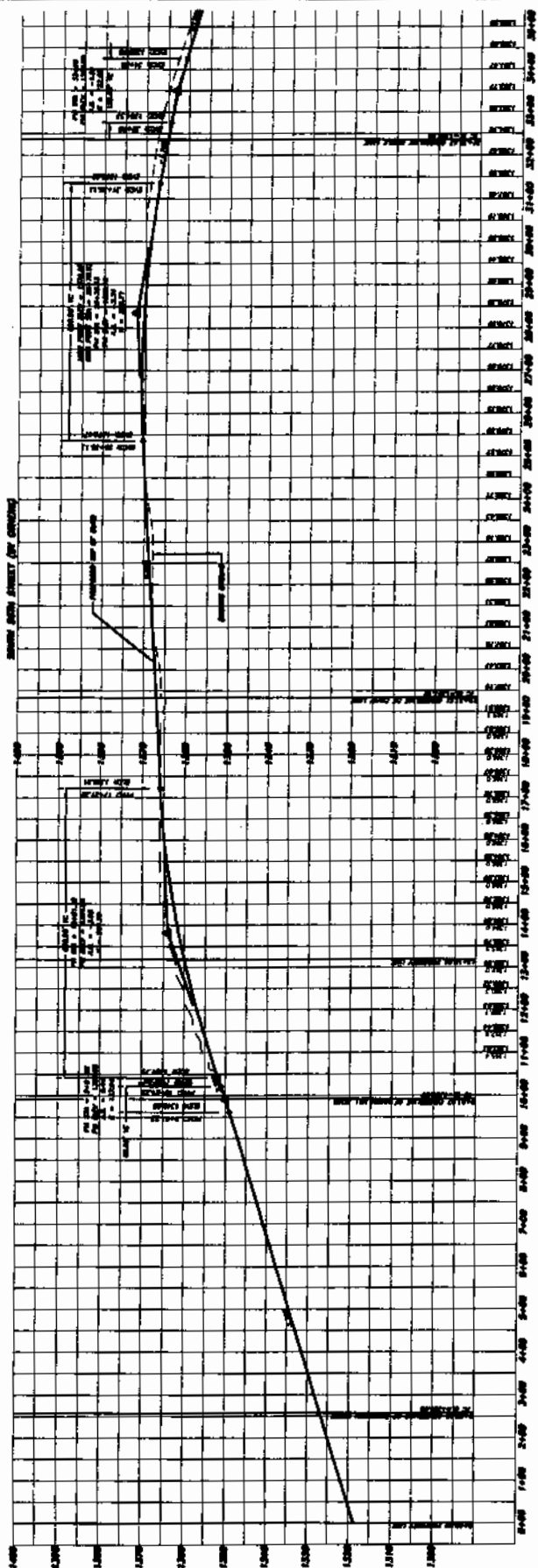
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THE JOURNAL OF THE  
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VOLUME 100, PART 1, 2000  
PUBLISHED BY THE  
BRITISH ANTHROPOLOGICAL SOCIETY  
ON BEHALF OF THE INSTITUTE  
LONDON AND WASHINGTON, D.C.



# Memorandum

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**To:** Ray Hill, Planning Department

**From:** Dennis Bartels, Public Works and Utilities  
Chad Blahak, Public Works and Utilities

**Subject:** Sanitary Sewer Waivers in Big Thompson Creek 1st and Vintage Heights 4th

**Date:** May 3, 2004

**cc:** Randy Hoskins  
Steve Masters  
Brian Kramer  
Brian Will

Sanitary sewer design standard waiver requests to transfer wastewater from one drainage basin or sub-basin to another are reviewed based on several criteria:

- 1) Is there adequate downstream capacity?
- 2) Is the sewer system providing a gravity outlet?
- 3) Does the gravity pipe sewer system generally comply with depth requirements of the design standards?
- 4) Does the grading necessary to allow the gravity sewer outlet cause storm drainage problems for the lots being platted?

The Big Thompson Creek 1st Addition Preliminary Plat (1) is conditioned upon upgrades to the Beals Slough Trunk Sewer, (2) provides a gravity sewer outlet, (3) the sewer is 15 feet or less deep with a minor exception, and (4) the grading and storm drainage is acceptable.

The Vintage Heights 4th Preliminary Plat (1) proposes to drain to an at-capacity Antelope Creek Trunk Sewer, (2) proposes a lift station to serve proposed lots, (3) cannot serve all lots with a normal depth sewer without a lift station, and (4) significant additional grading would be required to provide a normal depth gravity sewer to this plat.

# Memorandum

---

**To:** Brian Will, Planning Department  
**From:** Chad Blahak, Public Works and Utilities  
**Subject:** Big Thompson Creek  
**Date:** 4/27/04  
**cc:** Randy Hoskins

Engineering Services has reviewed the preliminary plat for Big Thompson Creek, located east of South 56th Street and south of Union Hill Road, and has the following comments:

**Sanitary Sewer** - The following comments need to be addressed.

(1.1) The Waste Water Department has indicated that no additional lots be added to the Beal Slough service basin for this plat until construction has commenced on Phase 1 of the Beal Slough Trunk Sewer relief project. General note #20 needs to be revised to the following:

"NO BUILDING PERMITS SHALL BE ISSUED FOR LOTS THAT ARE LOCATED SOUTH OF THE CENTERLINE OF BRIDLE LANE UNTIL CONSTRUCTION HAS COMMENCED ON PHASE 1 OF THE BEAL SLOUGH TRUNK SEWER RELIEF PROJECT."

This dividing line represents the most accurate boundary for the basin in conjunction with the proposed street system.

(1.2) Public Works approves requested waivers of design standards for sanitary sewers to run opposite street grade, for the transfer of sewer from one basin to another, and to allow portions of the sewer to exceed maximum depth.

**Water Mains** - The water system is satisfactory.

**Grading/Drainage** - The grading and drainage is satisfactory.

**Streets** - The following comments need to be addressed.

(4.1) The study for constructing 56th Street to an urban section is not complete. The full access median opening shown at Bridle Lane and 56th Street is not approved with this plat.

(4.2) Public Works approves requested waivers 6 and 8 as they were previously agreed to with the Big Thompson Creek Addition preliminary plat.

Brian Will, Planning Department

Page 2

April 27, 2004

**General** - The information shown on the preliminary plat relating to the public water main system, public sanitary sewer system, and public storm sewer system has been reviewed to determine if the sizing and general method providing service is satisfactory. Design considerations including, but not limited to, location of water main bends around curves and cul-de-sacs, connection of fire hydrants to the public main, temporary fire hydrant location, location and number of sanitary sewer manholes, location and number of storm sewer inlets, location of storm sewer manholes and junction boxes, and the method of connection storm sewer inlets to the main system are not approved with this review. These and all other design considerations can only be approved at the time construction drawings are prepared and approved.

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# Memo



**To: Brian Will, Planning Department**

**From: Mark Canney, Parks & Recreation**

**Date: April 21, 2004**

**Re: Big Thompson Creek 1<sup>st</sup> Addition**

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Staff members of the Lincoln Parks and Recreation Department have conducted a plan review of the above-referenced application/proposal and have the following comments:

1. ADA standards need to be applied to the pedestrian sidewalk between lots 10 and 11, Block 5 to the future school site.
2. Neighborhood connector does not have to be 10'. Connector could be 6' – 8' wide.

If you have any additional questions, comments or concerns, please feel free to contact me at 441-8248. Thank you.



**Richard J Furasek**

04/20/2004 04:24 PM

To: Brian J Will/Notes@Notes

cc:

Subject: Big Thompson Creek 1st Addition

Upon review of preliminary plat # 04004, Annex # 04007, and CZ # 04009, we find it acceptable from the perspective of our department. The concern we have is that with our existing fire stations, we have a greater area to respond to and are not able to provide the type of fire and ems response that our citizens have grown accustomed to. We need a new fire station in the area.

Richard J. Furasek  
Assistant Chief Operations  
Lincoln Fire & Rescue  
1801 Q Street  
Lincoln Ne. 68508  
Office 402-441-8354  
Fax 402-441-8292

INTER-DEPARTMENT COMMUNICATION



**DATE:** April 23, 2004  
**TO:** Brian Will, City Planning  
**FROM:** Sharon Theobald  
Ext 7640  
**SUBJECT:** DEDICATED EASEMENTS  
DN# 78S-59E

Attached is the Resubmitted Preliminary Plat for Big Thompson Creek 1<sup>st</sup> Addition.

**In reviewing the dedicated transmission line or other electrical easements shown on this plat, LES does not warrant, nor accept responsibility for the accuracy of any such dedicated easements.**

ALLTEL, Time Warner Cable, and the Lincoln Electric System will require the additional easements marked in red on the map.

As identified by items 17 & 18 of the General Site Notes:

Any construction or grade changes in LES transmission line easement corridors are subject to LES approval and must be in accordance with LES design and safety standards.

Landscaping material selections within easement corridors shall follow established guidelines to maintain minimum clearance from utility facilities.

*Sharon Theobald*

ST/ss  
Attachment  
c: Terry Wiebke  
Easement File

